

BookletChartTM

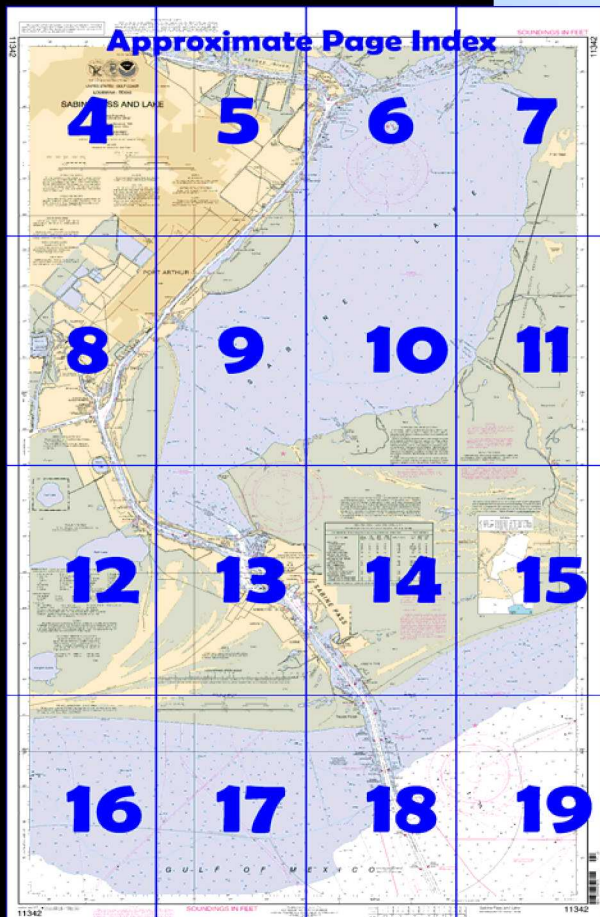
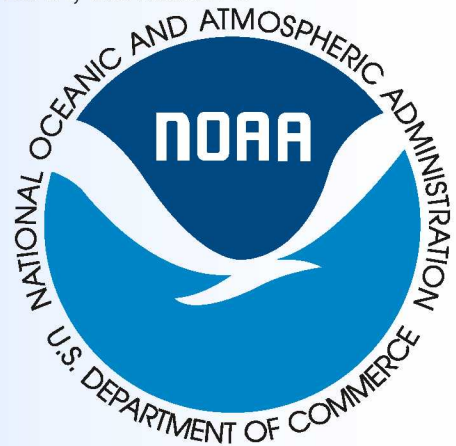
Sabine Pass and Lake

(NOAA Chart 11342)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☒ Complete, reduced scale nautical chart
- ☒ Print at home for free
- ☒ Convenient size
- ☒ Up to date with all Notices to Mariners
- ☒ United States Coast Pilot excerpts
- ☒ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

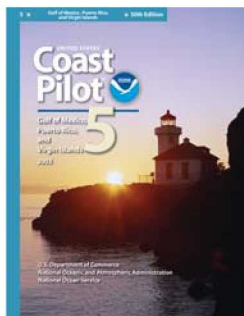
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 5, Chapter 9 & 10 excerpts]

(6) Sabine Pass and its connecting channels form an extensive system of deepwater routes leading inland as far as Beaumont and Orange, Texas. From Sabine Pass the coast follows a general WSW direction for 50 miles to Galveston Entrance. Except in the E part, deep water extends fairly close inshore. The coast is low and devoid of prominent features, with the exception of High Island. Heald

Bank, off the coast, has depths of 25 to 35 feet and is a danger to deep-draft vessels.

(7) Galveston Entrance is the approach to the cities of Galveston, Texas City, and Houston. Galveston Bay and tributaries form one of the larger commercial ports in the United States, and have extensive foreign and coastwise trade.

(13) **Sabine Pass East Jetty Light** (29°38'42"N., 93°49'24"W.), 42 feet above water, is shown from a cylindrical steel tower on piles at the S end of the jetty. A fog signal is at the light.

(57) **Sabine Pass** is a village on the W side of the pass about 1.5 miles N of Sabine. Shrimp boats base here.

(58) **Sabine Lake** has an average depth of about 6 feet in its 15-mile length. At the S end, where it empties into Sabine Pass, the depth is 1 to 4 feet. A highway bridge over the S end has a swing span with a clearance of 9 feet. An overhead power cable close NW of the bridge has a clearance of 75 feet. Numerous gas and oil well structures, pipes, piles, stakes, and wrecks, some submerged, exist within Sabine Lake. In addition to the S entrance from Sabine Pass, the lake can be entered also from the Sabine-Neches Canal or through Sabine River. The depth through **East Pass** is about 3 feet.

(60) **Johnson Bayou**, in the extreme SW part of Louisiana, empties into the SE part of Sabine Lake, directly E of Port Arthur. The dredged channel leading to the entrance has filled to the lake bottom level. In 1987, the reported depth was 3 feet into the mouth of the bayou. The entrance is marked by private stakes and buoys. Inside the entrance, the bayou is deeper and navigable for about 4.5 miles to the settlement of **Johnson Bayou**; a highway connects the settlement with **Sulphur**.

(61) **Port Arthur Ship Canal** Canal, Port Arthur 11342 extends for about 6 miles from Sabine Pass to the entrance to Taylor Bayou. A narrow strip of land separates the canal from the W shore of Sabine Lake. Lights and lighted ranges mark the channel to Taylor Bayou.

(62) **Port Arthur**, an important shipping center, is on the W shore of the Sabine Lake, 17 miles above the Sabine Pass entrance. There are several large oil refineries and chemical plants, two shipyards, a grain elevator, and numerous small industrial firms at Port Arthur.

(63) The principal industrial development is on Taylor Bayou, at the SW outskirts of the city, sometimes known as **West Port Arthur**. The port has extensive domestic and foreign trade in chemicals and crude petroleum and its refined products. There is some commerce in grain, lumber, iron and steel products, cotton, scrap iron, glass and clay products, shell, paper products, alcohol, caustic soda, menhaden, vegetable and fish oils, lead, and general merchandise.

(80) **Taylor Bayou**, 6 miles above Sabine Pass, is the site of many of the deep-draft facilities at Port Arthur. Federal project depth for the basins and connecting channels in the bayou is 40 feet. (See Notices to Mariners and latest editions of the charts for controlling depths.) Barriers, 1.6 miles and 2.3 miles above the entrance, obstruct through navigation on Taylor Bayou.

(81) The **Sabine-Neches Canal** is a continuation of the Port Arthur Ship Canal above the mouth of Taylor Bayou. It extends parallel with the shores of Sabine Lake, from which it is separated by a narrow strip of land, NE to the mouth of Neches River, thence E through the open water of the N part of Sabine Lake to the mouth of Sabine River. The Federal project depths are 40 feet to the mouth of Neches River, thence 30 feet to the mouth of Sabine River. Lights, lighted ranges, and buoys mark the channel.

(82) A fixed highway bridge with a clearance of 136 feet crosses the Sabine-Neches Canal at Port Arthur 1.8 miles above the entrance to Taylor Bayou.

(83) During high-river stages on Neches River, usually from January to the last of April, a vessel may encounter an athwartship current crossing Neches River along the canal route, which may prove dangerous if not guarded against.

(84) **Neches River** empties into Sabine Lake from the NW and extends in a ship canal 18.5 miles to Beaumont. A Federal project provides for a 40-foot channel to a 34-foot turning basin at Beaumont, thence 30 feet to the Bethlehem Shipyards. (See Notice to Mariners and latest editions of charts for controlling depths.) Lights, lighted ranges, and buoys mark the river.

(87) A marina is on the long canal just W of the S end of State Route 87 highway bridge. Gasoline and berths are available. In July 1982, reported depths of about 5 feet could be carried to the marina.

Table of Selected Chart Notes

Corrected through NM May 19/07
Corrected through LNM May 08/07

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Gas and Oil Well Structures

Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.

NOTE B

CAUTION

A 1991 reconnaissance hydrographic survey indicates depth changes in this area. Submarine pipelines may be exposed.

CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Lake Charles, LA	KHB-42	162.40 MHz
Beaumont, TX	WXK-28	162.475 MHz

CABLE FERRY

Cable across the river may be at or near the water surface. Mariners should exercise caution when navigating in this area.

PLANE COORDINATE GRID

(based on NAD 1927)

Texas State Grid, south central zone is indicated on this chart at 10,000 foot intervals thus: --1--
The last three digits are omitted.

NOTE E

It is recommended that vessels transiting the Intracoastal Waterway make a SECURITY call on VHF-FM Channel 13 prior to entering the Sabine-Neches Canal at the Neches River, Sabine River, and Port Arthur Canal.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◐ (Approximate location)

TIDAL INFORMATION

No tidal observations are available for the area covered by this chart.

NOTE C

NECHES RIVER

The project depth is 40 feet to Beaumont. For controlling depths see chart 11343.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Galveston, TX. Refer to charted regulation section numbers.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American datum of 1927 must be corrected an average of 0.776' northward and 0.607' westward to agree with this chart.

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, [United States Coast Pilot](http://nauticalcharts.noaa.gov).

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	ISO isophase	OBSC obscured	s seconds
Bn beacon	LT LHO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICHO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bks boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: ---

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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11342

SABINE PASS AND LAKE

Mercator Projection
Scale 1:40,000 at Lat. 29°48'

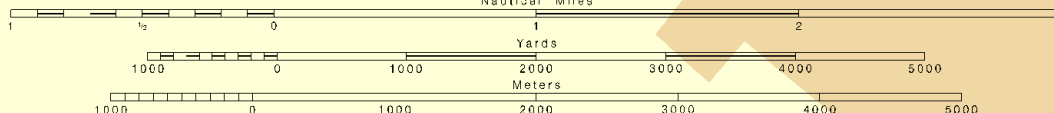
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS
Heights in feet above Mean High Water.

SCALE 1:40,000
Nautical Miles



HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American datum of 1927 must be corrected an average of 0.776" northward and 0.607" westward to agree with this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

PLANE COORDINATE GRID

(based on NAD 1927)
Texas State Grid, south central zone is indicated on this chart at 10,000 foot intervals thus:
The last three digits are omitted.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

NOTE C

NECHES RIVER
The project depth is 40 feet to Beaumont. For controlling depths see chart 11343.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Joins page 8

Printed at reduced scale.

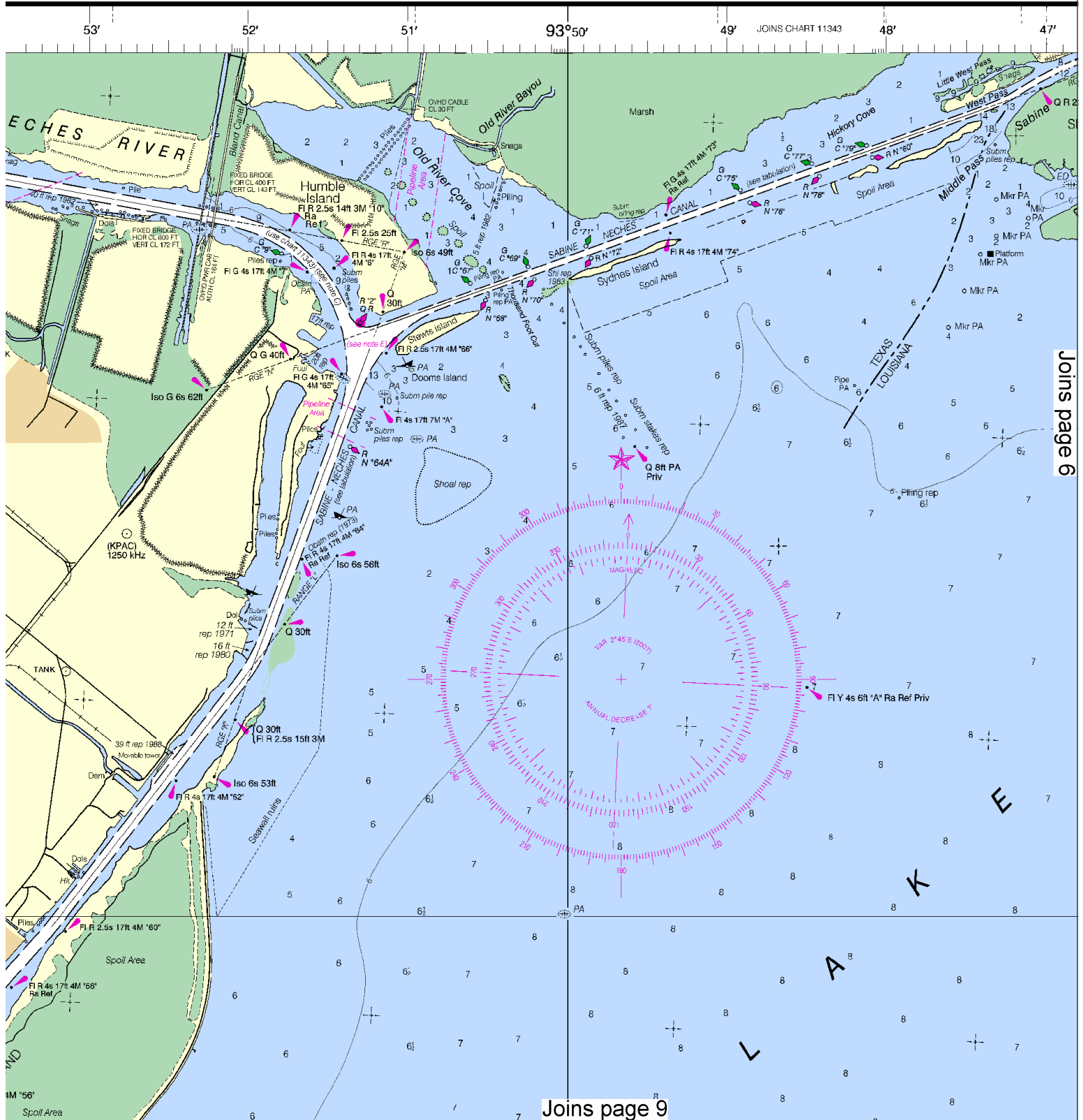
SCALE 1:40,000
Nautical Miles

See Note on page 5.



4

North



Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:53333. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.

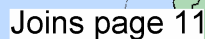
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Formerly C&GS 517, 1st Ed., Jan. 1901 G-1944-619 KAPP 76



11342



7

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

PLANE COORDINATE GRID

(based on NAD 1927)

Texas State Grid, south central zone is indicated on this chart at 10,000 foot intervals thus:
The last three digits are omitted.

CABLE FERRY

Cable across the river may be at or near the water surface. Mariners should exercise caution when navigating in this area.

Joins page 4

PORT ARTHUR

Joins page 12

Printed at reduced scale.

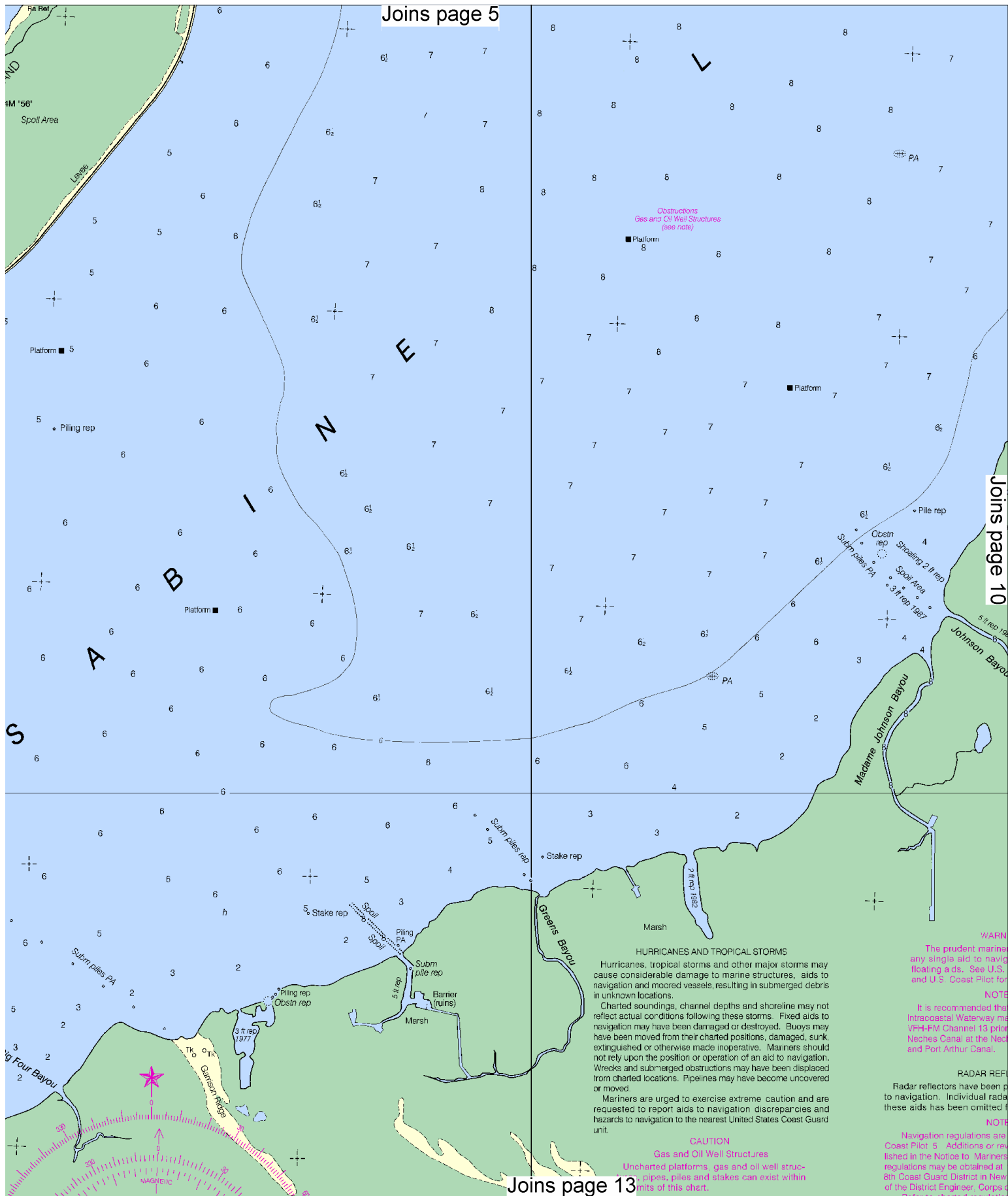
SCALE 1:40,000
Nautical Miles

See Note on page 5.

8

North





Joins page 5

Joins page 10

Joins page 13

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.
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Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

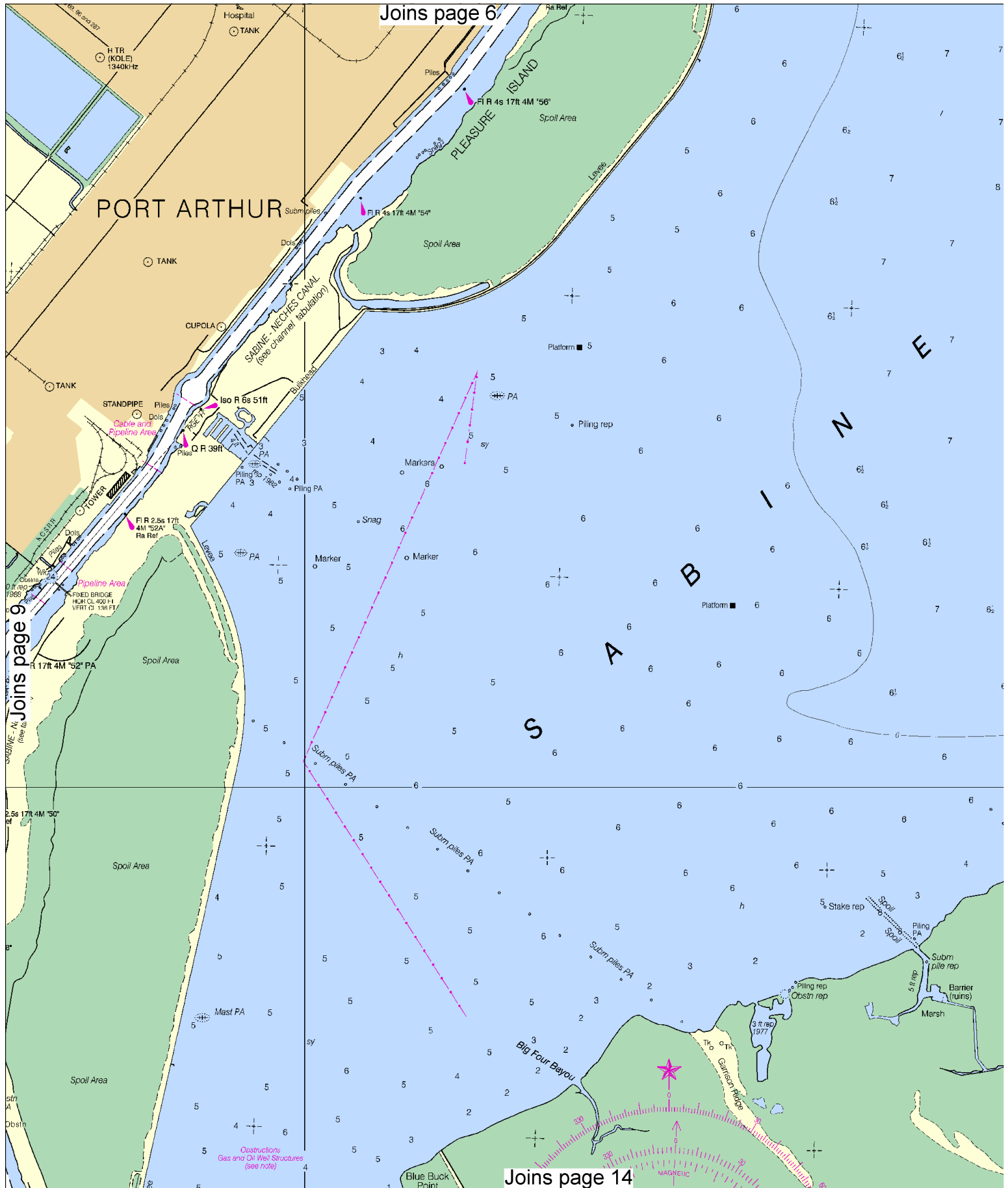
CAUTION
Gas and Oil Well Structures
Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within 100 yards of this chart.

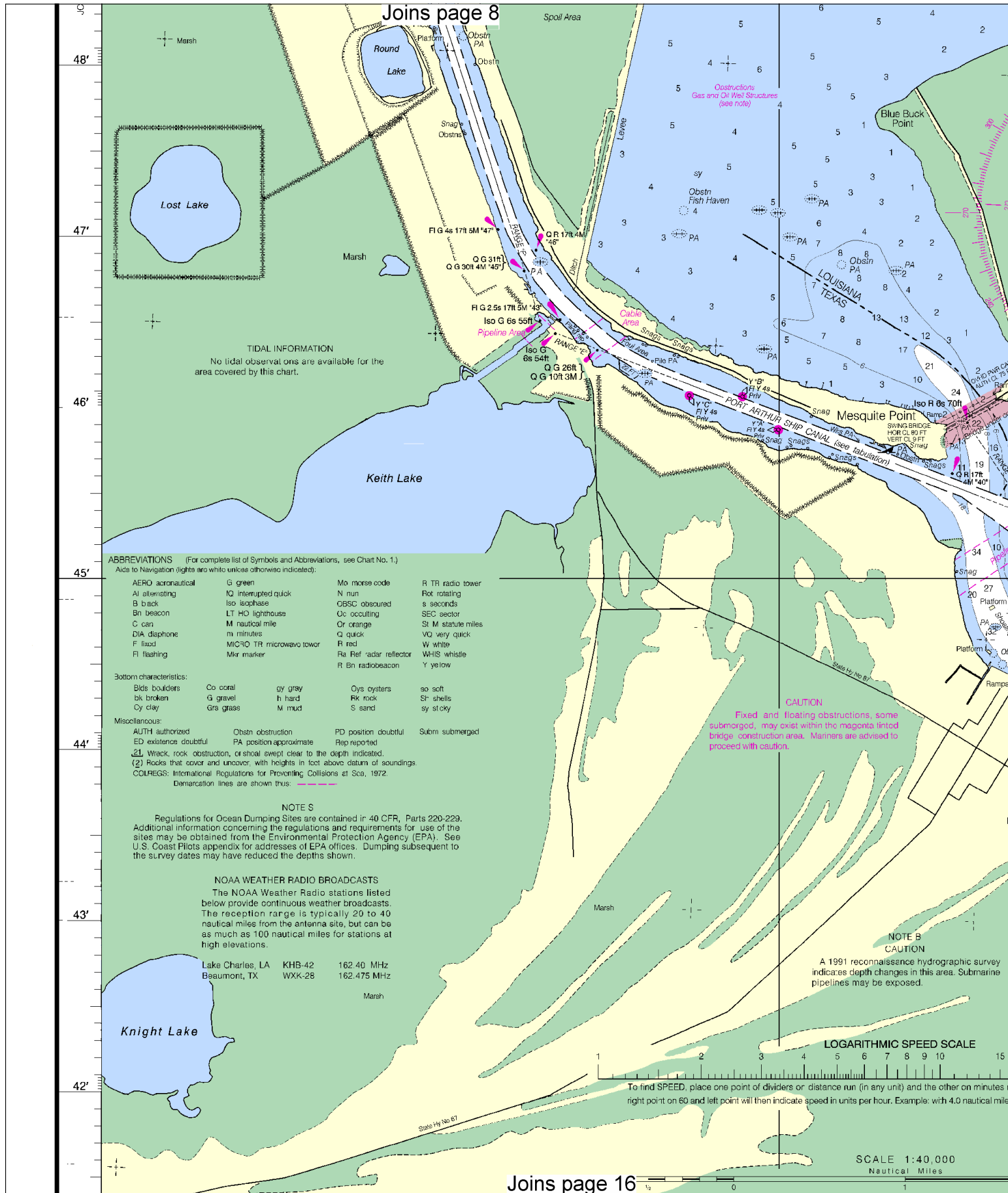
WARNING
The prudent mariner should not rely on any single aid to navigation when navigating in this area. See U.S. Coast Pilot 5 and U.S. Coast Pilot 13 for more information.

NOTE
It is recommended that Intracoastal Waterway may be used for VHF-FM Channel 13 prior to Neches Canal at the Neches and Port Arthur Canal.

RADAR REFLECTORS
Radar reflectors have been placed on many aids to navigation. Individual radar returns for these aids has been omitted from this chart.

NOTE
Navigation regulations are contained in Coast Pilot 5. Additions or revisions to the regulations may be obtained at the 8th Coast Guard District in New Orleans from the District Engineer, Corps of Engineers.





12



Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



Joins page 9

from charted locations. Pipelines may have become uncovered or moved.
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

Radar reflectors have been placed to navigation. Individual radar these aids has been omitted from this chart.

NOTE

Navigation regulations are Coast Pilot 5. Additions or revisions in the Notice to Mariners regulations may be obtained at the 8th Coast Guard District in New Orleans. Refer to charted regulations.

CAUTION
Gas and Oil Well Structures
Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

The outlined areas of survey information that are banded in this diagram by the U.S. Army Corps of Engineers are not shown on this diagram.

SABINE PASS - SABINE - NECHES CANAL CHANNEL DEPTHS									
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2009									
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT)						PROJECT DIMENSIONS			
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)	
SABINE PASS:									
OUTER BAR CHANNEL	37.3	41.6	38.9	35.9	8-09	800	3.0	42	
JETTY CHANNEL	32.2	43.8	41.9	31.8	4-09	800-900	3.5	40	
PASS CHANNEL	27.4	35.4	41.2	21.1	4-09	500-1150	4.9	40	
ANCHORAGE BASIN	35.0	25.0	15.1	0.5	4-09	1500	1.4	40	
PORT ARTHUR SHIP CANAL	34.5	39.5	38.1	31.1	4-09	500	4.8	40	
JUNCTION PORT ARTHUR - SABINE NECHES CANALS	34.7	40.0	34.3	32.4	8-09	400-1200	1.1	40	
ENTRANCE TO PORT ARTHUR TURNING BASINS	36.3	38.5	36.9	36.3	8-09	282-735	0.3	40	
EAST TURNING BASIN	38.3	37.9	37.9	37.4	8-09	370-547	0.3	40	
WEST TURNING BASIN	36.1	36.9	38.2	33.2	8-09	350-735	0.3	40	
CHANNEL CONNECTING WEST BASIN AND TAYLOR BAYOU TURNING BASIN	31.4	41.3	39.7	38.0	8-09	200-350	0.5	40	
TAYLOR BAYOU TURNING BASIN	35.5	40.6	40.8	40.8	8-09	90-1235	0.5	40	
SABINE-NECHES CANAL	29.5	36.0	36.9	29.6	5-09	400	9.6	40	
PORT ARTHUR TO NECHES RIVER	19.7	21.2	16.3	16.1	6-09	200	3.9	50	
NECHES RIVER TO SABINE RIVER									

INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS. DEPTHS ARE REFERENCED TO A LOCAL ORIGIN REFERENCE CALLED MEAN LOW TIDE. A DEPTH VALUE REFERRED TO MEAN LOW TIDE WOULD BE APPROXIMATELY ONE FOOT DEEPER WHEN REFERRED TO MEAN LOWER LOW WATER AT THE SABINE PASS NORTH TIDE GAGE, AT 29°43'42"N 093°52'12"W.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

A 1990-19
B1 1990
B3 1940-19
B5 Pre 1900
f

Joins page 14

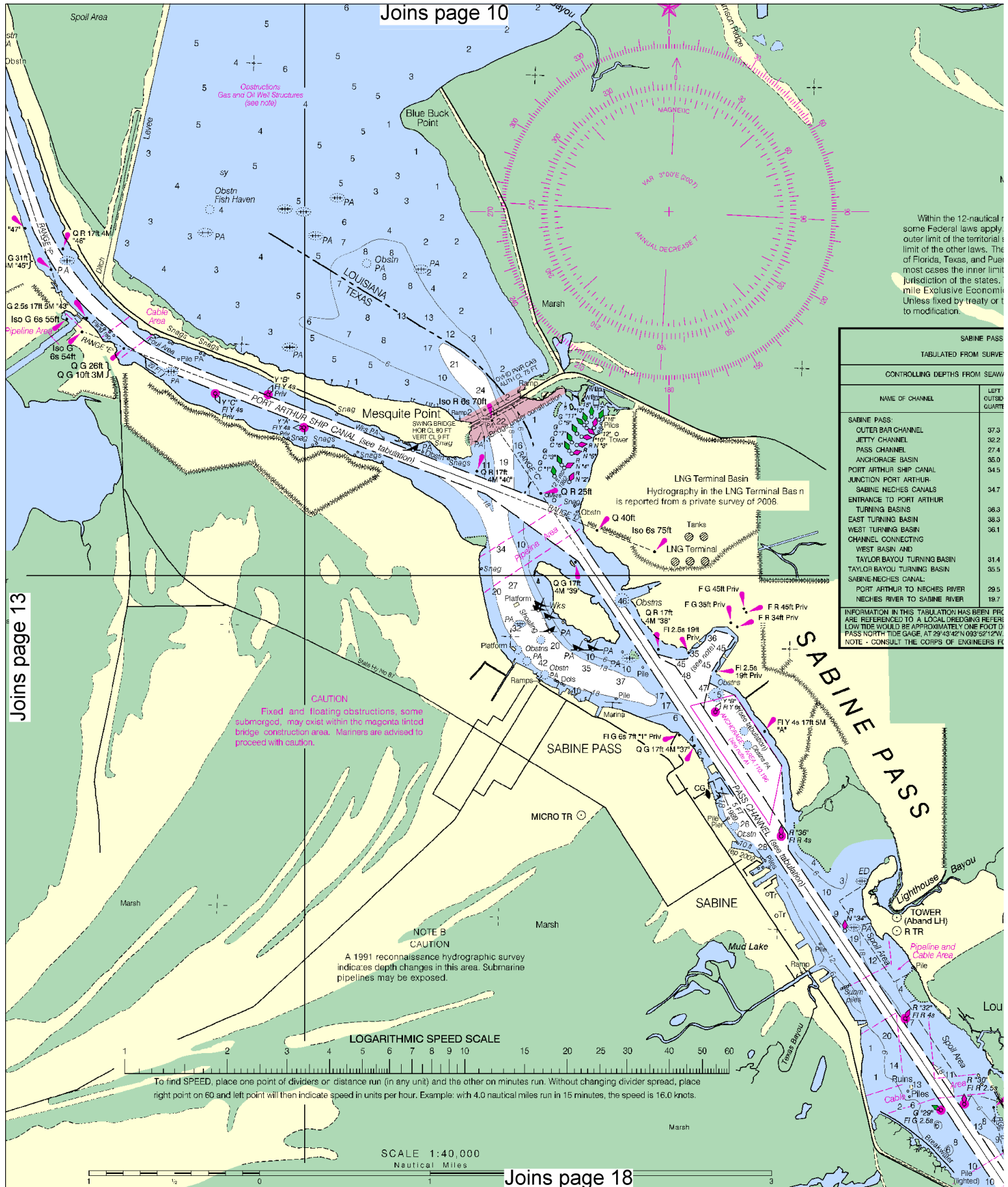
CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

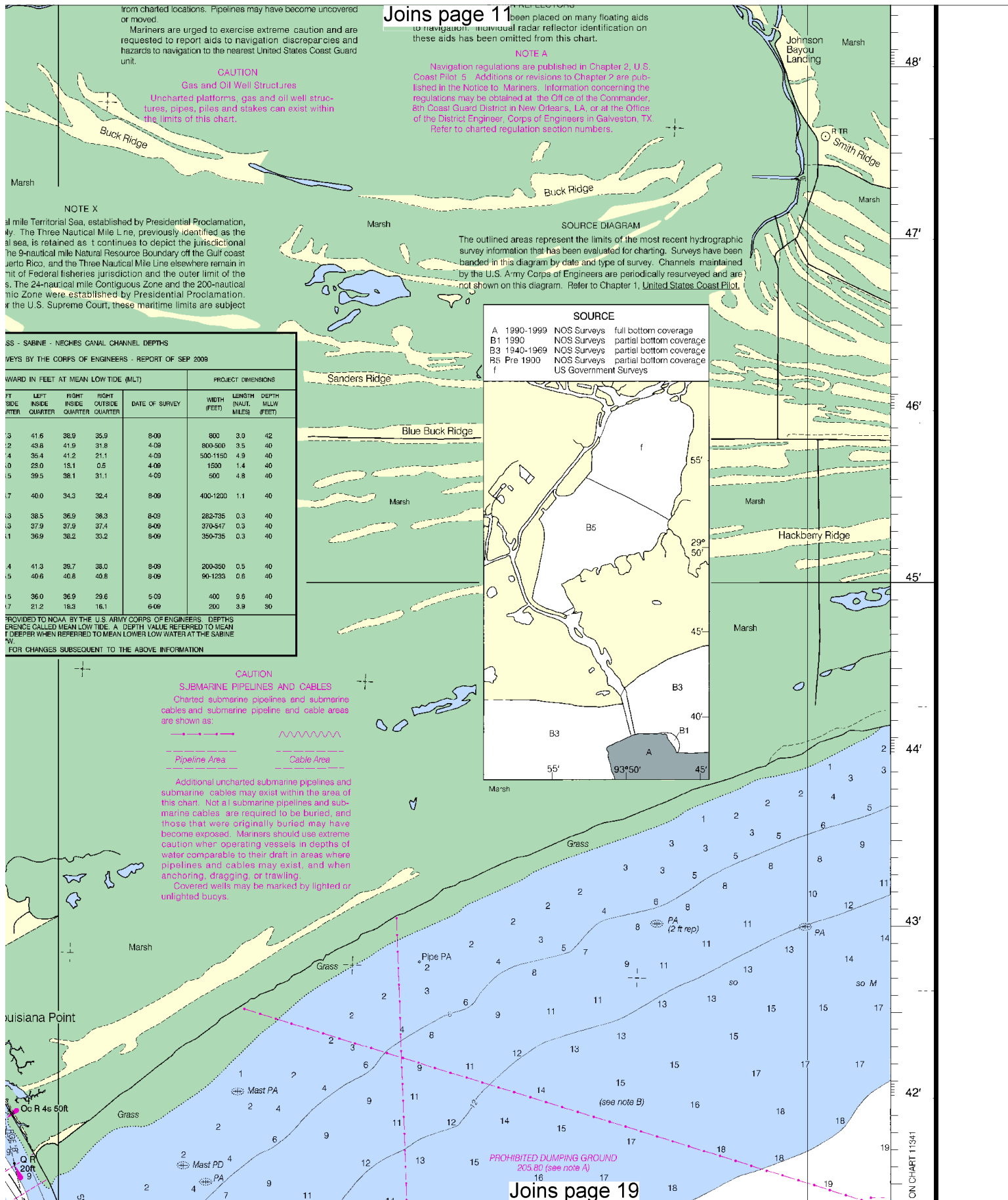
Pipeline Area Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

Joins page 17

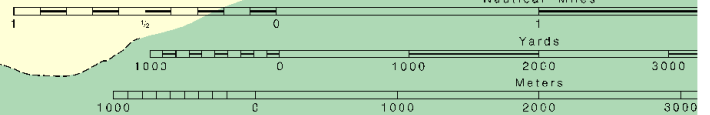




Joins page 12

To find SPEED, place one point of dividers or distance run (in any unit) and the other on minutes of arc on the right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical mile

SCALE 1:40,000
Nautical Miles



MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

Grass

Obstrn PA

Obstrn PA

Obstrn rep PA

(see note B)

Mast

THREE NAUTICAL MILE LINE (see note X)

G U L F

16

59'

58'

57'

56'

55'

54'

3,500,000

21

20

19

18

17

16

15

14

13

12

11

10

9

8

7

6

5

4

3

2

1

0

1000

2000

3000

4000

5000

1000

2000

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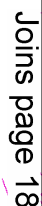
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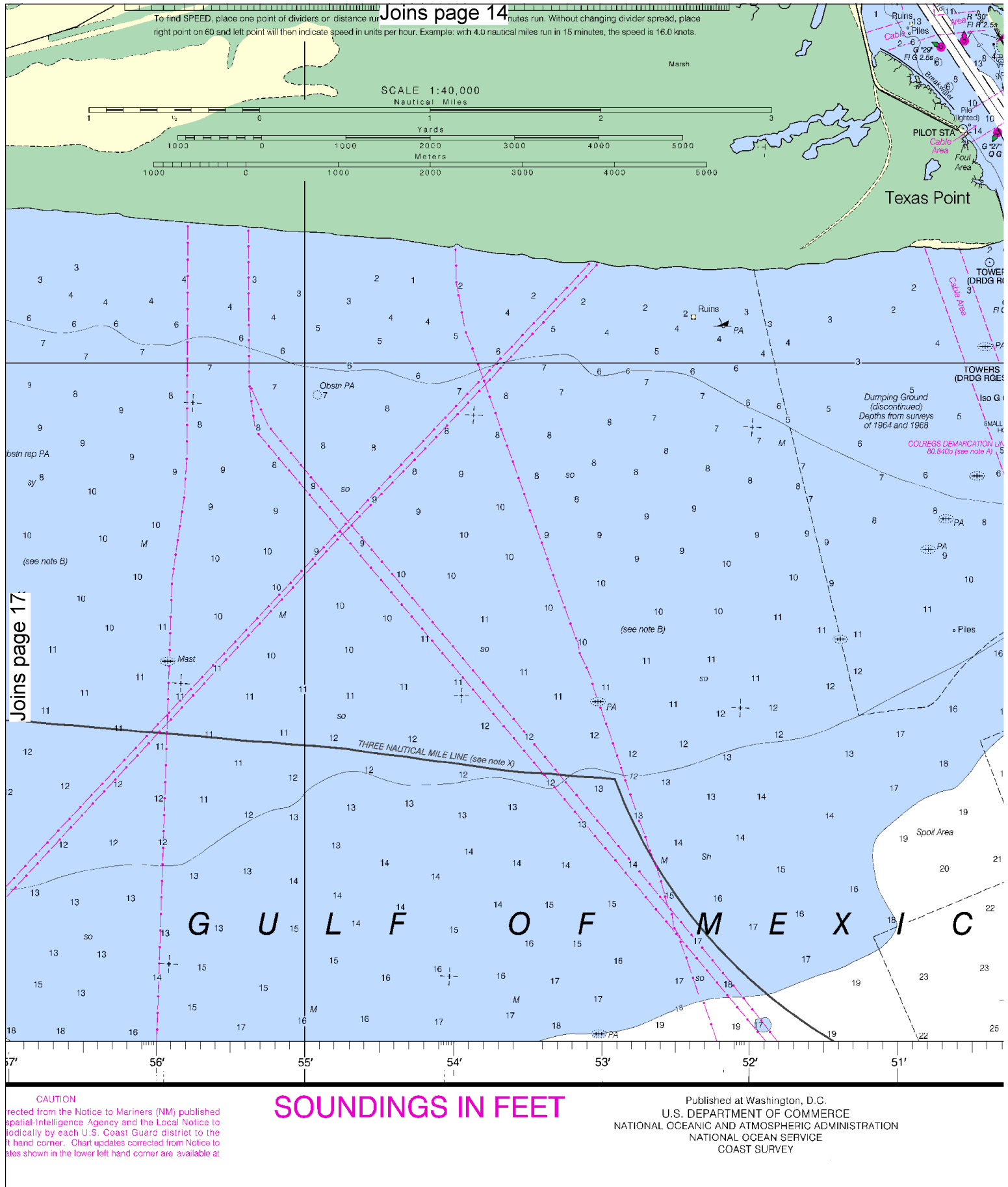
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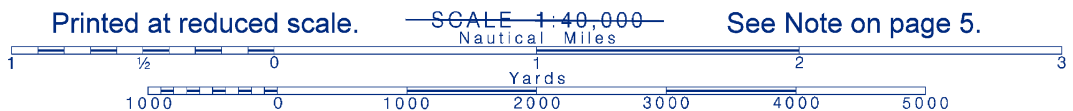
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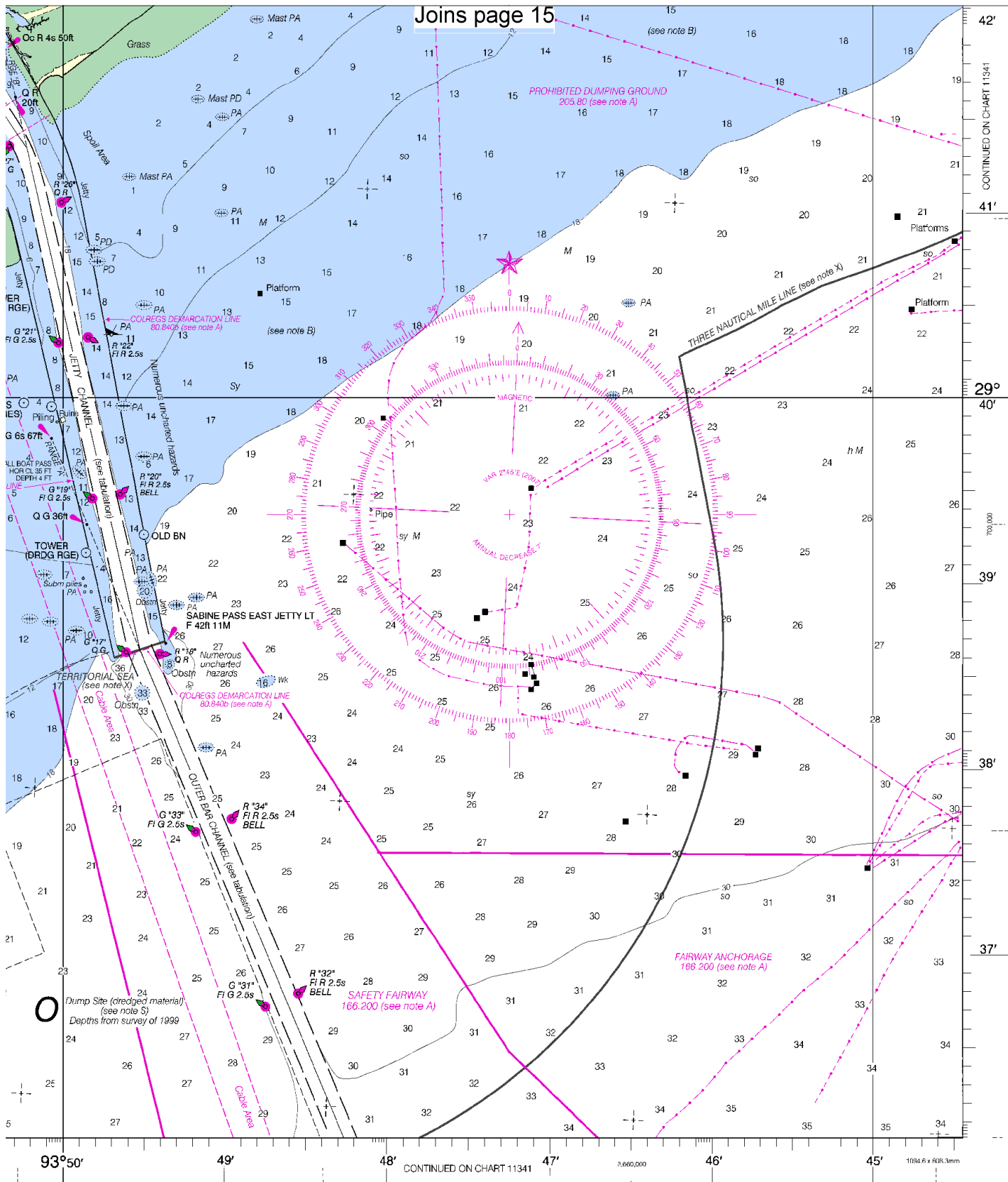


Sabine
SOUNDING



18





CONTINUED ON CHART 11341

42'

41'

29°

40'

39'

38'

37'

36'

35'

34'

33'

32'

31'

30'

29'

28'

27'

26'

25'

24'

23'

22'

21'

20'

19'

18'

17'

16'

15'

14'

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Sabine Pass and Lake
SOUNDINGS IN FEET - SCALE 1:40,000

11342



ED NO 53



NSN 764201401026

NGA REFERENCE NO. 11AHA11342

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Group Galveston– 409-766-5620

Coast Guard Station Sabine – 409-971-2194

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.